

CLASSIFICATION **S-E-C-R-E-T**

CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CO NO

25X1

PLACE
ACQUIREDDATE OF
INFO.NO. OF ENCL'S
(LISTED BELOW)SUPPLEMENT
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

1. By order of State Secretary Fritz Szczepiecki, a meeting was held on 11 August 1955 by Gerhard Duerrast of the HV Schiffahrt (Main Administration Shipping), Koerding (fmu) of the Deutsche Schiffahrts- und Umschlagszentrale (German Shipping and reloading Centre) (DSU), Augustin (fmu) of the HV Maschinen- 25X1 dienst (Main Administration on Engine Service), and Karl Lehmann of the Ministerium fuer Verkehrswesen (Ministry of Transportation) (MfV), who was in the chair. The subject of the meeting was the shipping of service coal on waterways. It was agreed upon that beginning immediately the Berlin, Magdeburg, and Schwerin Reichsbahndirektionen (National Railroad 25X1 Division Managements) would be supplied with service coal to be shipped exclusively on waterways. The funds needed for this transportation scheme will be made available by the director of the MfV financial department, unless they were already provided for in the MfV budget. If the supply of coal for the engines of the Deutsche Reichsbahn runs into difficulties, 25X1 the HV Maschinendienst reserves the right to ship pit coal by rail in accordance with the DSU in Berlin. The HV Maschinendienst will issue a pertinent directive which is subject to confirmation by the State Secretary.

2.

104 gondola cars	raw manganese	from Kietz/border	5,918 tons	25X1
	and iron ore	to Ziltendorf		
2,247 " " " " "		from Frankfurt (Oder) /border to Ziltendorf	115,535.5 tons	
2,351 gondola cars	raw manganese		121,453.5 tons	
	and iron ore			

3.

- a) engine haulage:
number of km run: 22.9427 million

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number of ton/km run: 11,760,000 million

b) Coal consumption

pit coal	194,847	tons
brown coal briquettes	286,107	tons
powdered lignite	16,506	tons
raw brown coal	90,058	tons
pit coal slurry	3,572	tons

total consumption in briquette units:
634,481 tons BU

Specific coal consumption:

53.95 tons per 1 million t/km run.³

4. It was heard at the Cottbus Reichsbahndirektion that the Goerlitz railway border station will be put into operation in October 1955 at a ceremony on 13 October 1955 presumably on the "Tag der Aktivisten (Activist Day)".⁴
5. On 3 August 1955 an engine of construction series 25 was transferred from the RAW Karl-Marx-Stadt (Chemnitz) (Karl-Marx-Stadt Railway Repair Shop) to the Fahrzeug-Versuchsanstalt Halle (Halle Railway Testing Laboratory). During the transfer drive the engine proved to be faulty in many ways. No information on capacity and coal consumption was obtainable, because so far no pertinent tests had been conducted. The tests were, however, to take place as soon as possible, because the material for approximately 10 - 15 engines of this type is available at the Loma plant in Babelsberg. The mixing preheater device of the engine of the construction series 65 was removed at the Halle Fahrzeug-Versuchsanstalt. The engine of the construction series 83 had been in the Halle Raw for 1 month for the replacement of the slice valve and the valve bushes (sic). The new valve bushes were recently supplied by the Loma plant in Babelsberg, so that the manufacture of this engine can now be completed.⁵ The Fahrzeug-Versuchsanstalt received the order from the Technisches Zentralamt (Technical head office) to write a technical report on the adjustable car axle developed by the Reichsbahn employees Grevesmuehl (fnu) and Schulz (fnu). This axle can be changed over from normal gauge to Russian gauge by means of eccentric casings which are bored on selenit.⁶

1. Comment. It is known that in early April 1955 an agreement was arrived at between the Polish Shipping Organisation (Poliska Zegluga na Odrze-PZO) and the DSU with the result that Upper Silesia hard coal can now be shipped

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2. Comment. On the average, the supply of the Eisenhuetttenkombinat Ost (Ironworks Combine East) with ore from the USSR consisted of 104,500 tons during the first 6 months of 1955.

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3. Comment. The consumption quota for July 1955, which, [redacted] was to be 607, 507.7 tons BU, was exceeded by 26,984 tons BU or just 1 day over consumption quota.

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4. Comment. After the completion of the construction work on the Neisse viaduct which was reported [redacted] it was to be expected that this border station would be put into operation

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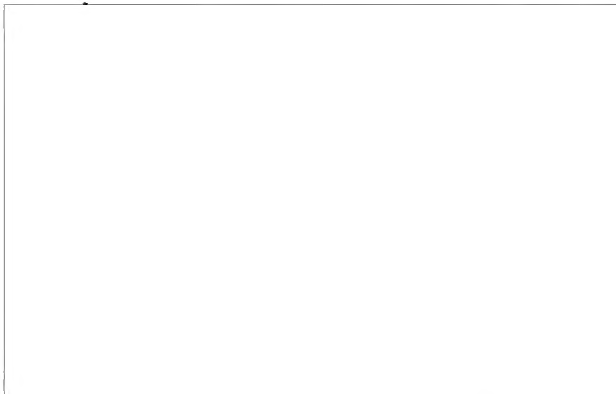
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5.  Comment. Information on the deficiencies of these test models was continually received. 
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6.  Comment. This report confirms previous information on efforts concerning the development of a usable adjustable car axle for the traffic on standard and wide gauge railway lines.  25X1
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7.  Comment. Possibly Dietrich: coal for the railway service. 25X1



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